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later herein, will result in a material increase in the number of vessels of deep draft navigating the Inner Harbor. A project depth of 35 feet is necessary to permit these vessels to navigate the Inner Harbor safely under any condition of tide.

Lauritzen Canal: A new public deep water terminal, the Richmond Heavy Lift and Bulk Cargo Terminal, is being developed on the north side of the Santa Fe Channel and the east side of the Lauritzen Canal. The Texas Company plans the construction of a quay wharf for both tank ships and bay and river craft on the west side of the Lauritzen Canal.

These improvements are described under the heading, Harbor facilities, and in letters from the respective companies later herein. Both will serve deep draft vessels. The cargo terminal will be publicly operated, open to all vessels and shippers on equal terms.

In view of the diversified character and importance of the traffic on the canal that can be expected by reason of these improvements, it is desirable that the canal be included in the harbor project for a length of about 1,100 feet. The least practicable channel width is 250 feet, between wharf fronts 300 feet apart. The depth should be 35 feet, in keeping with the proposed depth in the remainder of the inner harbor.

Connecting channel from deep water in San Francisco Bay: There is a broad natural channel, with depths well over 35 feet, along the Richmond Outer Harbor frontage, on the eastern side of San Francisco Bay, from a point southeast of Red Rock to Point San Pablo, at the junction of San Francisco and San Pablo Bays. The approach areas at the Naval Fuel Annex at Point Molate and at Long Wharf, and the entrance channel to Richmond Inner Harbor connect with this natural deep channel. However, the channel itself does not extend to deep water in the main part of San Francisco Bay. The connection is by a channel northwest of Southampton Shoal in which the controlling depth is about 31 feet. This connecting channel should be deepened to 35 feet, to provide adequate access to both Richmond Inner and Outer Harbors. The connecting channel is in the open bay and is marked only by buoys. For these reasons the minimum width considered adequate is 600 feet.

There is also a more general reason for deepening this connecting channel. Naval activities off California City have necessitated the closing of a large section of the main ship channel on the western side of the bay that was formerly used by deep draft vessels traveling up and down the bay. At present there is no practicable channel with a controlling depth of as much as 35 feet between the Golden Gate and either Richmond Outer or Inner Harbor or San Pablo Bay, although the Navy has dredged the approach area at the Naval Fuel Annex in Richmond Outer Harbor 40 feet deep, and the Federal harbor project for San Pablo Bay provides for a channel 35 feet deep, 600 feet wide, and about 7 miles long, across Pinole Shoal to Carquinez Strait, and Mare Island Strait.

The proposed deepening of the connecting channel adjacent to Southampton Shoal would not only correct this inadequate through channel condition,

In connection with the present proposals, it is believed that the volume and type of commerce involved and the large expenditures being made for terminal construction and allied industrial activities warrant the assumption of the cost of the project work by the Federal Government.

However, in connection with the dredging immediately adjacent to the enlarged Long Wharf, the Standard Oil Company of California dredged two additional strips 125 and 225 feet wide, bayward of the customary 75-foot wide berthing strips and within the area proposed to be included in the enlarged Federal project approach area. The cost of this additional dredging was approximately \$25,000. It is submitted that this expenditure may properly be considered as a contribution toward the first cost of enlarging and deepening the project area.

Disposal areas will be needed for the spoils from the proposed dredging in the Inner Harbor upstream from Terminal No. 1. The material removed from the channel between Terminal No. 1 and a short distance beyond the bend at Point Potrero can most readily be deposited south of the harbor training wall. No easements are needed for this purpose.

The new work material to be removed from north of Point Potrero is clay, with some gravel. A nearby disposal area is desirable to effect the most reasonable cost of dredging. The development planned by the Parr Richmond Terminal Company will provide a disposal area for approximately 670,000 cubic yards of this material about midway in the above area. The necessary impoundments to retain this material will be provided free of cost to the United States.

The required easements for dredging in the Lauritzen Canal will also be provided free of cost to the United States. It is believed that no other easements are needed for the proposed work.

Harbor Facilities

Outer Harbor: The deep water terminals in the Outer Harbor consist of Parr-Richmond Terminal No. 4 at Point San Pablo, the Point Orient wharf of the Standard Oil Company of California, the wharf at the Naval Fuel Annex at Point Molate, and Richmond Long Wharf.

Parr-Richmond Terminal No. 4 is a general cargo terminal operated as a public wharf. It has a berthing frontage of 1047.5 feet and has a transit shed with a covered storage area of 62,330 square feet. It has direct highway connections and is served by the Richmond Belt Line Railroad.

Point Orient Wharf is used for loading and unloading bulk cargoes. The natural depth in the approach area at this wharf is approximately 35 feet or better, and no modification of the existing project pertaining to this wharf is needed at this time.

The wharf at the Naval Fuel Annex is owned and operated by the Navy Department in connection with the facility of which it is a part.

Richmond Long Wharf is the principal marine terminal of the Richmond refinery of the Standard Oil Company of California. The wharf was originally built in 1902. It has been enlarged several times. When the existing project approach area was authorized, by the River and Harbor Act approved August 30, 1935, the wharf was a teehead, wooden structure with berths for two deep water ships on its bayward face, along the pierhead line, and for several barges and tugboats on its shoreward face. The project approach area extended to within 75 feet of the pierhead line between points 500 feet northerly and southerly of the respective ends of the wharf.

After the approach area was authorized, but before it was dredged, the wharf was extended along the pierhead line to provide a third deep water berth. When the approach area was dredged, it was lengthened correspondingly to extend 500 feet beyond the ends of the enlarged wharf.

Long Wharf is now being almost completely reconstructed and further enlarged. The main wharf now has a frontage of 2467.6 feet along the pierhead line, and provides four deep water berths on the bayward face and one deep water berth and seven barge berths on the shoreward face. Shoreward of the main wharf there is a parallel repair wharf, 450 feet long, with berths on both sides. The connections to shore are a two-lane vehicular causeway, about 4,000 feet long, and a pipe-line trestle carrying 46 pipe lines. Practically all the construction is of reinforced concrete.

Appurtenant structures on the wharf include an office and warehouse building, a marine repair shop, lodging quarters for ships' crews, a mess hall, and miscellaneous small structures. A plan of the wharf as it is now being reconstructed accompanies this brief.

The reconstruction is scheduled for completion this (1948) fall. The estimate of its cost is \$5 million. Although it is called a wharf, the structure is in reality a complete marine terminal, capable of berthing and servicing a large number of ocean and inland waterway vessels at one time.

The requested enlargement of the project approach area extends 500 feet beyond the north end and 700 feet beyond the south end of the wharf. The distance beyond the north end of the wharf is the same as was provided by the existing project prior to the present enlargement of the wharf. This extra area is essential to the safe berthing and departure of the large vessels that call at the wharf. The greater distance now requested at the south end of the wharf is required to permit vessels to pass around the end of the main wharf and berth alongside its shoreward face or at the repair wharf.

Inner Harbor: The wharf facilities in the Inner Harbor consist of Terminals No's. 1, 2, and 3, the Richfield Oil Company wharf, and the new Heavy Lift and Bulk Cargo Terminal of the Parr Richmond Terminal Company.

Terminal No. 1 is located near Point Richmond. It consists of a reinforced concrete wharf and transit shed, with a berthing frontage of 557 feet and a covered storage area 76,000 square feet in extent. It has direct

highway and railroad connections. It is used principally for handling packaged petroleum products. The traffic at this terminal - data relative to the number and type of vessels that call thereat - is given in a tabulation later herein.

The Richfield Oil Co. wharf is a wooden pier, with dolphins and a catwalk extension. It is used, in connection with a storage tank farm and distributing plant belonging to the Richfield Oil Company, for unloading coastwise tankers and for loading bay and river tankers and barges.

Terminal No. 2 is a wooden quay wharf at the head of the main Inner Harbor area. It has a berthing frontage of 500 feet. It is used for transferring refined sugar brought by bay freighters from a refinery at Carquinez Strait to cars of the Atchison, Topeka and Santa Fe Railway Company, which serves the wharf. The quantity of sugar so handled between water and land carrier at this wharf approximates tons per year.

Terminal No. 3 is a modern quay wharf with a berthing frontage 1,280 feet long. It has 120,000 square feet of covered storage and approximately 300,000 square feet of open storage area. The wharf is served by highway and by the Atchison, Topeka and Santa Fe Railway. It is used principally for receipts and shipments in the transPacific trade. A more detailed description of the activities at this wharf and a tabulation of the traffic thereat are included in a letter from the Parr Richmond Terminal Company later herein.

The Heavy Lift and Bulk Cargo Terminal is a new general facility just now being placed in operation. It is located on the Santa Fe Channel and the Lauritzen Canal at the junction of these two waterways. Present facilities consist of a quay wharf having 500 feet of frontage on the Santa Fe Channel and 1700 feet of frontage on the Lauritzen Canal. There are large gantry cranes which travel along the wharf for handling heavy lift cargoes directly between ship and shore. Railroad and highway connections are immediately available.

The plans for the further development of this facility are shown on the accompanying drawing. They contemplate the extension of the existing wharf on the Santa Fe Channel southeasterly across the head of the main Inner Harbor area to near the north end of Terminal No. 2, and the reclamation of all the water area shoreward of the new wharf line, including the filling of the existing Parr Canal. Warehouses will be built on the reclaimed area. There will be a complete and efficient track layout served by both the Southern Pacific and Atchison, Topeka and Santa Fe railroads.

A more complete description of the operations that will be conducted at this facility and a discussion of the benefits they will effect over present practices are given in the letter from the Parr-Richmond Terminal Company previously referred to and included herein.

The Texas Company is planning the construction of a large distributing plant, also on the Santa Fe Channel and the Lauritzen Canal. The

contemplated construction includes a quay wharf 600 feet long on the Santa Fe Channel and a second quay wharf 800 feet long on the Lauritzen Canal. The site of the proposed plant and the wharf layout are shown on the same drawing as the Heavy Lift and Bulk Cargo Terminal herewith.

Included in this brief is a letter from the Texas Company fully identifying the company's plans and contemplated operations. Reference is made to that letter.

Harbor Line changes: The existing harbor line system along the northerly side of the Santa Fe Channel crosses across the lower end of the Lauritzen Canal. The inclusion of the canal in the harbor project will necessitate the prior modification of these harbor lines.

It is requested, therefore, that the present harbor line on the north side of the Santa Fe Channel be modified to extend up the two sides of the Lauritzen Canal in conformity with the existing wharf frontage on the east side and with the contemplated wharf construction on the west side.

It is requested, also, that the harbor lines across the upper end of the main Inner Harbor area be modified to conform to the planned wharf construction at the Heavy Lift and Bulk Cargo Terminal. Both the above requested harbor line changes are shown on the drawing of the Heavy Lift and Bulk Cargo Terminal previously referred to.